

**Pillow's Grand Chain Cable, and Maury's
Torpedoes.**

Seven miles above Columbus, we saw its high bluff for a few minutes, but too far distant for the strongest glasses to reveal its condition, and it soon disappeared in a bend of the river. Three miles above, when again in sight of it, we were compelled to stop and await the arrival of two transports, with the infantry regiments. After an hour's delay, they at last appeared, and Gen. Sherman, who commanded

Roaming through the town, their hands furling
sumptuously upon the baggage left behind by the Rebels,
in the stables, and themselves comfortably quartered
in the deserted houses, we found four companies of
the 2d Illinois Cavalry. Desiring to act in conjunction
with the gunboat attack, they left Paducah, and
pushed through overland, arriving here last night.
The last of the enemy, 4,000 cavalry under Jeff.
Thompson, left here only twelve hours before; but
the Illinois boys, finding no Rebels, took possession
of the town, and waited patiently for the arrival of
the flotilla.

Under such circumstances, and especially if no great reinforcements join our army within the next fortnight, it would have been well to follow up the enemy and drive him behind the Arkansas River. But it seems that within a short time all these difficulties will be overcome, and our army will be so reinforced by Gen. Bauler's or other forces as to be able to finish with success a campaign begun under the most favorable circumstances.

From the year 1846 to 1851 the question of an Intercolonial Railway, to connect the port of Halifax, in Nova Scotia, with the port of Quebec, in Lower Canada, was pressed on the attention of the people of England and the Colonists themselves by various agencies. In the first named year Major Robinson, an officer of the Royal Engineers, who had been appointed to make a survey of the route best adapted for a military highway, made his report to the Imperial Government. Having primary regard to the main object of his survey, Major Robinson was naturally led to establish the favorite frontier route of the commercial promoters of the enterprise. The contingencies of an international war were necessarily ignored in his calculations, and in exploring the Colonial domain he found himself compelled to turn aside from the partially cultivated and fruitful valleys of the St. John and make his start from the Nova Scotia frontier in a westerly direction by the way of the Bay of Chaleur and the Gulf of St. Lawrence, touching the Canadian boundary at the River Estuquimaux, and then traversing for hundreds of miles wild and all but barren territory, with the most limited advantages for settlement and cultivation. In spite of the natural disadvantages of such a route for commercial purposes, Major Robinson recommended it to his Imperial masters. Several years, however, elapsed before the matter was brought formally before the Colonial Legislature. In Can-

former suggested "a letter to *The Times*," the latter, being a quondam writer in Canada, was neither such nor slow to write. Lord Grey woke up concerning to find himself merely cut up in the leading journal by a subordinate from one of the dependent empires; and Mr. Francis Hincks, who but a year or so before had barely been making bread and butter by doing the blunder of a half-penny sheet in the town of Montreal, stepped forth from Morley's office to find himself famous as the censor of the premier Minister in England, the tidier of two columns of sensation in the leading organ of public opinion in Europe, and the subject of a "leader" in the hands of men who in their time had made and unmade Imperial nations. This was the poetry of the Great Track—the music, so to speak, discovered at its conception—and we may be pardoned the allusion in consequence. The prose of history commenced in this wise. Mr. Jackson introduced Mr. Hincks to his colleagues the eminent contrabanders. These gentlemen patiently heard the case—suggested that Canada should have railways on her own account, without hiding the names of Colonial Secretaries—that the Province credit was good—that a Provincial guaranty of only \$25,000,000, or so, would make the thing feasible—that they themselves, to wit, Jackson, Peto & Co., in consideration of being permitted to build the road say from Montreal to the western frontier at \$20,000 a mile, would take, say \$28,000 or \$10,000 a mile in

for plunder—nor from the first it was nothing more
are pointed out as objects for general comment, we
cannot in justice overlook the main co-operators in
England, for it is precisely at the point where Mr.
Galt began to fail as the main agent of the enter-
prise, that the responsibility for the wretched scheme
shifted itself in part to other shoulders. The vulgar
brutery practised by Mr. Jackson, as the representative
of the English contractors, was a small thing in its way,
and was in perfect keeping with the established char-
acter of the gentleman who employed it. If Mr.
Huskie chose to be a beneficiary of the contractors,
to the extent of a gift of a quarter of a million of stock,
until the Chief Engineer of the Company was ready
to come into a similar relationship—which subsequent
evidence showed that he did—it might be said is a
measure to be a matter between the parties immu-
nely concerned. No doubt a bargain which was
backed up by such documents was corrupt, and in well
regulated society would have led to forfeiture of
position, both official and social; but in Canada a large
portion of the people appear to view such questions
differently; and we leave the discussion of these
smaller direct bribes to point out graver matters
bearing on the early history of the scheme, and point-
ing to the first cause of the success of the swindle in
England. When Mr. Galt, in conjunction with the
official delegates from the Province, saw that they
were likely to fail in getting their subscription—in